

The Hongkong Telegraph.

ESTABLISHED 1881

五拜禮 號十三月四英港香

THIRTY DOLLARS
PER ANNUM.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & CO.,
APOTHECARIES HALL, 65, Queen's Road Central
HONGKONG.

A FRESH CONSIGNMENT OF FINE
APPLE BRAND HAMS and BACON.
Also
A Small Shipment of well-known BUTTER-
FLY BRAND CREAMERY BUTTER.
Quality will Speak for itself.
H. KUTTON, JR.
127 D'Agulier Street.
Hongkong, 14th April, 1897.

W. POWELL & CO.
LARGE STOCK OF
BOOTS AND SHOES,
LADIES', GENTLEMEN'S AND CHILDREN'S.
W. POWELL & CO.
Huddersfield, 11th April 1867.

Hongkong, 28th April, 1897.

G. H. MUMM & CO.'S CHAMPAGNE.

— 11 —

In cases of a doz. pints \$35 per case.
do. 1 doz. quarts \$33 do

HEWAN, TOMES & Co.,
Agents.

Newburgh, 14th February, 1864.

Today's Advertisements.

ST. ANDREWS HALL,
(CITY HALL),
TO-DAY (FRIDAY)!!
"THE CINEMA TOGRAPH."
(THE GREATEST MARVEL OF THE AGE)
Will be exhibited, under the personal supervision of Professor MAURICE CHANVAT, at the following hours:-
11 A.M. 2.30 P.M. 5.30 P.M.
9 P.M. and 10.15 P.M.

ADMISSION \$1.50 CHILDREN HALF-PRICE.
Hongkong, 30th April, 1897. [711]

SAIGON.
THE Undersigned, having just built a STEAM WATER BOAT of the latest pattern, capable of supplying 40 tons per hour, are now prepared to furnish ships with filtered Town Water quickly and at lowest rates.
A. MERCIER & Co.
Call Flag—P. at Peak.

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"BENMOHR,"
Captain Le Boulle, is due here on 3rd May, and will be despatched as above on or about the 5th May.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 30th April, 1897. [597]

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract).
FOR KOBE AND YOKOHAMA.
THE Company's Steamship

"HIROSHIMA MARU,"
Captain G. Shimada, will be despatched for the above ports on SATURDAY, the 8th May, at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 30th April, 1897. [713]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship "COPTIC."
The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 30th April, 1897. [712]

"RICKMERS" REGULAR LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM MIDDLESBRO' AND HAMBURG.
THE Company's Steamship

"DOROTHEA RICKMERS"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 7th May, or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 7th May, at 3 P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th May will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.
Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 30th April, 1897. [714]

Intimations.
DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 1st March, 1897. [3792]

TO SUBSCRIBERS.
SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPONSIBLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analysis to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:-

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 13th April, 1897. [6]

BIRTH.
At Shanghai, on the 25th April, the wife of J. G. HAMLYN, I.M. Customs, of a daughter.
DEATH.
At Kuala Lumpur, on April 16th, JOHN WALLFORD, Chief Surveyor, Selangor, aged 34.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 30, 1897.

TELEGRAMS.

REUTER'S MESSAGES.

THE WAR IN EUROPE.

THE SITUATION IN ATHENS.

LONDON, April 28th.
The excitement in Athens is subsiding. The Chamber has been convoked.

THE DISASTROUS RETREAT.
The flight of the Greek troops from the splendid position at Larissa is inexplicable, except on the grounds of panic or on account of orders from Athens.

THE POWERS AND CRETE.
The Powers will treat Crete as neutral territory during the war.

(From Kobi Chronicle.)
JAPAN AND HAWAII.

TOKIO, April 28th.
In reply to a dispatch from the Japanese Government intimating the cause for the recent rejection of Japanese emigrants, the Hawaiian Government has given the following explanation:-

1.—The contracted labourers were refused permits because their landing was considered to be in violation of the Immigration Act, as they attempted to come into the country without first receiving the approval of the Hawaiian authorities.

2.—The free labourers were under contract with the emigration companies, who had arranged to provide them with work. Thus, while nominally free emigrants, they were really contracted labourers. There is a law in Hawaii applicable to such labourers, but these emigrants attempted to come into the country without observing the provisions of the law. Hence permission for their landing was refused.

MRS. CAREW.
Mr. G. D. Scott, Reuter's agent at Shanghai, has courteously informed the N. C. Daily News that Mrs. Carew was sent to Hongkong from Yokohama on Sunday last, the 24th instant.

A DISABLED STEAMER.

On the arrival of the *Coptic* to-day Captain Sealby reported that he sighted the steamer *Krim* off Waglan this morning. She signalled that she was disabled and wished to be reported at Hongkong. The *Coptic* asked if the *Krim* wanted assistance and she replied by asking for terms. As there was another steam vessel, a coaster apparently, drawing near, the Captain of the *Coptic* judged that the *Krim* was in no serious plight, and proceeded on his voyage. The weather was calm at the time and Messrs. Harling, Bechmann & Menzies, agents for the *Krim*, state that they expect her this evening. Had the vessel been in anything like a dangerous plight she would at once have asked for help. Up to time of going to press no further details than those given above had reached Hongkong. The *Krim* was on her way from Shanghai to this port.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$9.85 per £.

On the 24th instant Kobe was practically clear of small-pox.

"POLLARD'S LILLIPUTIAN OPERA COMPANY will open on Wednesday night next instead of Monday, as previously announced.

A CONTRACT has been obtained by a Pennsylvania firm for the delivery of 15,000 tons of steel rails to the Japanese Government. The order was obtained by underbidding the lowest English competitor 64 per cent.

H.M.S. *Pigmy* is at Labuan, the *Grafton* is at Nagasaki, the storeship *Hammer* has arrived at Shanghai, the *Edgemoor* is at Hankow, the *Proctor* is at Chempo, and the *Thames* and *Flower* are at present stationed at Shanghai.

THE bust of Mr. Gladstone is to be placed in the Upper School at Eton College. A subscription list among old Etonians has been opened, and Ian Malcolm, Assistant Private Secretary to Lord Salisbury, is Hon. Treasurer and Secretary.

H.M.S. *Albatross* (6 guns; 1050 tons; 1100 H.P.) has arrived at Singapore from Portsmouth. Her sister ship, the *Phoenix*, has also arrived in Far Eastern waters from the Mother Country, and is now at Manila, whence she will probably come on to Hongkong at an early date.

THE Japanese cruiser *Naniwa-han* sailed from Yokohama for Hawaii on the 20th instant. She carries an official of the Foreign Department who is to make special representation to the Government at Honolulu in connection with their refusal to allow Japanese emigrants to land in the Hawaiian Islands.

WITH reference to the Imperial Railway Administration's recent indent for 11,000 tons steel rails and fastenings, the *Telegraph* learns that Messrs. Carnegie & Co.'s tender having been withdrawn, that of Messrs. Buchhalter & Co.'s for Bolckow, Vaughan & Co.'s rails has been accepted; delivery to be made this year.

TWO Chinamen named Ko Fu-chan and Chan Kan-wan were charged at the Magistracy to-day with having in their possession 25 and 4 tins of opium respectively. The opium was found in their bunks on board the *Kwanglu*, from Canton. The first defendant was fined \$100 and the second \$25, with the usual hard-labour alternatives.

It is authoritatively announced that Baroness Hirsch will shortly give \$1,800,000 to various Hebrew charities in New York. It is understood that the sum of \$1,000,000 goes to the Education Alliance, \$700,000 in smaller sums to various institutions, and the remaining \$1,000,000 to a novel project which, it is stated, will attract the attention of the world.

THE cablesteamship *Okinawa-maru*, which has been loading cable at Nagasaki for some time past, was to start for Yaweyama on the 24th instant to lay the cable between that island and Kelson, a distance of 188 miles. She is (says the *Nagasaki Express*) expected to return to Nagasaki about the 6th May, and take on board the 340 miles of cable that are required for the line from Yaweyama to Okinawa.

At about 7 o'clock last evening Sergeant Macaulay noticed a coolie leaving the premises of his employers, Messrs. Gaudie, Price & Co., with some suspicious symptoms about his sleeve. The Sergeant stopped him and found that up each sleeve he had a large bottle of Bass's beer. The man, who was employed by the firm, was to-day given six weeks' hard labour by Mr. Woodhouse. Mr. H. Price, who was in court, stated that for the past 12 months there has been systematic pilfering of the stock going on.

We are informed on reliable authority that it has not been definitely settled whether H.M.S. *Tweed* or *Rattler* will be despatched to the West River. As the river has already been carefully surveyed by Captain Clark, of the Hongkong, Canton and Macao Steamship Co., it would hardly appear necessary for a special survey by a warship. There are only two real dangers to shipping between Canton and Wuchow, both being familiar to all who have navigated those waters, and before the river is opened they will be buoyed.

THE annual meeting of the China Mutual Steam Navigation Company was held at the Company's offices on 23rd March. Mr. David Reid presiding. In moving the adoption of the report, the chairman said that he hoped to see ere long an agreement concluded between the regular trading lines to the Far East, whereby rates of freight from the Straits Settlements might be raised to a remunerative level. Since the accounts were made up they had sold the *Kennedy*, and when shipbuilders were less full of work and more reasonable in their demands than at present, they would, he said, see what could be done to replace this vessel with one of a modern and more suitable type. He considered that there were great possibilities in the future of the carrying trade between this country and China. The report was adopted.

"ONE of the best ways to acquire a sound knowledge of 'English as she is wrote and spoke' is to study a standard English dictionary, and of all such works *Webster's* is universally acknowledged to be the best in every way.

At a meeting of the Institution of Engineers and Shipbuilders of Hongkong this evening Mr. J. Kyles will read a paper on "Marine Engine Repairs." Visitors (introduced by members) are cordially invited to attend. The paper to be read is in connection with the "Gillies" gold medal competition.

LORD CLYDE has pointed out during a debate in the House of Lords about the plague in India that three German doctors have been lately sent to the Peninsula and the Cape to diagnose the bubonic fever, cholera, and rinderpest, but that so far the Government have made no grant to anyone of their own countrymen for the same purpose.

We understand that the settlement of the dispute between Messrs. Benetts and Co. and the Chinese authorities, the claim of the former amounting to about £150,000, has now been referred to the arbitration of Sir N. J. Hannen and Teal Tootal. The steamer *Ningchow* is excluded from the reference, her case forming the subject of a separate suit at Hongkong.—N. C. Daily News

We regret to record the death of Mr. O. Kjeller, on the 14th instant, at Chiengrak, Siam. It appears the deceased had been unwell for a few days before his death and was making for Bangkok when he expired in the train at Chiengrak. Sunstroke is given as the cause of his death. Mr. Kjeller came to Bangkok from Hongkong some three years ago in connection with the Siam Electric Light Company, and after leaving that concern he did odd jobs in fitting "private residences with electric bells, etc. He then drifted into the Railway Department. Mr. Kjeller was a Dane by birth, though a naturalised British subject, and had at one time served in the Hongkong police force.—Siam Free Press.

In the Summary Jurisdiction of the Supreme Court to-day before His Lordship the Puisne Judge (Mr. A. Wise) R. L. Dakin, master mariner, sued A. Mercer, merchant, of Saigon, for \$150 damages for breach of contract. Mr. Thompson (of Messrs. Deacon and Hastings' office) appeared for complainant. It appeared from the evidence that Capt. Dakin was engaged by the defendant to take a water boat down to Saigon from Hongkong and an oral agreement was made that complainant was to receive \$150 for the trip. After going on a trial trip and while at dinner defendant asked the captain to proceed to sea that night. He refused, saying the vessel was not seaworthy, that he wanted daylight by which to adjust his compass, and also asked for \$300. Judgment was given for defendant, and a claim by the same complainant for \$150 in connection with the impounding of a chronometer was settled.

THE new Secretary of State, U.S.A., Mr. Sherman, has no very definite and settled opinions on general questions of foreign policy. He does not think foreign affairs of the first or even of very high importance. He approves platonically the doctrine of arbitration, and may readily enough follow the President's lead on that question, but does not seem to be sure that the amendments proposed last Session to the Arbitration Treaty are of much importance; though he has been told plainly that the British Government would not proceed with the treaty thus amended. He declared that there would be no change in the policy of the United States with regard to Cuba, and disclaimed any idea of annexation or of war with Spain. He also repelled the notion of desiring the annexation of Canada, peacefully or otherwise. Under the British Crown, he said, Canada had all the freedom she could have if independent. If she was wise she would maintain her connection with Great Britain.

OUR Gallic friends in Tonkin seem to have decided to give "Poor Old England" a rest (much needed no doubt) and are devoting the whole of their enormous energies to the task of unmaking Japan and showing her up in their journals in her true colours. They seem to see in Young Japan a possible enemy and one that may prove a specially dangerous rival in the Gorgonian East. They point to her success in the recent war with China and her desire to turn it to good account by annexing large portions of the Celestial Empire and Korea. The Editor of *L'Asie du Tonkin* is very wrath and in the course of a fiery and somewhat hysterical leader he dubs the Japanese "Madame Chrysanthème." It is remarkable (though the Japanese have not yet said much about it) that the two nations which have adopted Russia as their "big brother" (China and France) should feel uneasy about Japan's power and her vigorous efforts to place the country in a far better offensive and defensive position than it has yet attained. Thirty years hence there might be some reason for apprehension, but before then the signs of the times would seem to indicate that certain "moves" will have been made on the political chess-board having for their object the preservation of peace in the Far East. In the meantime no good can result from a perfect deluge of the vapourings of sophistical and irresponsible scribblers whose daylight appears to be shirked about the "Yellow Peril" and use so many "flowers of speech" that one is tempted to think they must really be inspired with their own verbosity, and that they are, moreover, gifted with egotistical imaginations that can at all times command an interminable and inconsistent series of arguments to malign probable opponents and to glorify themselves. If the Japanese had called our Gallic neighbours Messieurs de Cock-a-doodle-do to the present Japanese journalists have left La Belle France severely alone and show no indication of giving French journalists titles-in-

PREMATURE baldness is attributed by Dr. Sabouraud of the Paris Dermatological Society to the ravages of a bacillus, which takes up its abode around the roots of the hair, and either feeds on the nutriment which nature provides for the support of the capillary crop, or secretes some poison which acts fatally upon the latter.

MRS E. H. MANSIE of Great Cumberland Place has been nominated sole executrix to her recently deceased half-sister, the late Lady Elizabeth Villiers, and, besides personally sworn under £130,000, inherits from her the estates of the Villiers family in Holland, England, and America. Lady Elizabeth was the last descendant of Godart de Ginkell, who was created Earl of Athlone in 1692 by William III.

We read in our London files received by the 1st mail that the project of an international chess tournament for ladies has assumed a very definite shape, and the promoters have fixed June 22nd as the date for commencing play. The tournament will be held at the Hotel Cecil, and from 1 till 5 and from 7 till 11 p.m. daily. There will be at least six leading prizes of the value respectively of £50, £50, £40, £30, £20, and £15, as well as special prizes, one of which, given by Baron Albert von Rothschild, is a £20 prize for the most brilliant game in the contest. The list of patronesses includes Princess Maud of Wales, the Lord Mayor of London and the Lady Mayors, the Lord Chief Justice, the Earl of Dartrey, Sir George Newnes, and many others. The match for the United States championship proved to be productive of some remarkably good games, and Mr. Showalter has shown good form recently by winning two games, the score being—Pillsbury, 2; Showalter, 3; drawn, 2.

In the Edinburgh *Scotsman* of the 25th March the following remarks about "labourers in the gleyard" are published in the editorial columns:—"Missionaries, and above all those who are sent to labour in Tropical Africa, need to have an endowment of natural common-sense. This appears to be one of the broad conclusions reached by the Committee of Inquiry that was appointed to investigate the complaints made against the Church of Scotland's Mission at Blantyre, and on whose report the Rev. Dr. Rankin, of Methil, makes some characteristic comments. The investigators confess to a 'suspicion that this most essential qualification for useful service in the mission field—namely, common-sense—has not always been looked to by the Foreign Mission Committee as much as it should have been.' Outriders have often been tempted to entertain the same suspicion, and to perceive in the history and personnel of the Blantyre Mission large confirmation of it. The report does something more than this. It appears to point to the Foreign Mission Committee itself, and to its African Sub-Committee, as the quarter where blame and responsibility ultimately rest for the blunders and 'scandals' that have lately made the Blantyre Mission somewhat notorious; and the prime cause, it is plainly suggested, is to be found in a want of firmness, judgment, business-like qualities—in a word, 'common-sense'—at the Mission headquarters at home.

ANOTHER "small war" is thus recorded in the *Mail*:—"The small expedition sent last month against the Apatanangs on the Assam frontier has been crowned with complete success. Mr. McCabe, Inspector-General of Police in Assam, was the Political Officer in charge of the expedition, and the force at his disposal consisted of 300 military police under Captain Row. The offence of the Apatanangs was that they had committed a raid on a tea estate in North Lakhimpur, murdered two natives, and carried off three others. The expedition started on February 1st, and passed through a region into which no force had ever penetrated, and it was entirely dependent on carriers of the Mili and Dapha tribes for transport. The route for three marches was over boulders along the bed of the Rangadi, the precipices in the gorges having to be surmounted by bamboo ladders. After this came the crossing of a range of 8,000 ft., then the descent to the Pangli river and then the crossing of another range of 7,000 ft. After some further difficulties the plateau of the Apatanangs was reached. It is ten miles in length, is laid out in terraces artificially irrigated, and magnificent paddy crops are obtained. Primroses, daphne, wild strawberries, raspberries, and currants abound, and every small hill is laid out with plantations of pines and dwarf bamboo. The Apatanangs, who possess about 4,000 houses, are allied in race to the Abor Daphas, but are especially distinguished from the latter by their custom of wearing cane tails dyed red. The captives were recovered, the offending villages punished, and six captive Daphas were also released. One interesting discovery was made to the effect that the Apatanangs have direct relations with the Lama of Tibet.

THE following arrangement of the "Summary of New Construction" compiled from the "Naval Statement" for 1897-98 may interest many of our readers:-

VESSELS UNDER CONSTRUCTION OR PROJECTED, 1897-98.

NAME	CLASS	ESTIMATE	DATE OF COMPLETION
1ST CLASS CRUISER	Albatross class	1897-98	1899-00
2ND CLASS CRUISER	Albatross class	1897-98	1899-00
3RD CLASS CRUISER	Albatross class	1897-98	1899-00
4TH CLASS CRUISER	Albatross class	1897-98	1899-00
5TH CLASS CRUISER	Albatross class	1897-98	1899-00
6TH CLASS CRUISER	Albatross class	1897-98	1899-00
7TH CLASS CRUISER	Albatross class	1897-98	1899-00
8TH CLASS CRUISER	Albatross class	1897-98	1899-00
9TH CLASS CRUISER	Albatross class	1897-98	1899-00
10TH CLASS CRUISER	Albatross class	1897-98	1899-00
11TH CLASS CRUISER	Albatross class	1897-98	1899-00
12TH CLASS CRUISER	Albatross class	1897-98	1899-00
13TH CLASS CRUISER	Albatross class	1897-98	1899-00
14TH CLASS CRUISER	Albatross class	1897-98	1899-00
15TH CLASS CRUISER	Albatross class	1897-98	1899-00
16TH CLASS CRUISER	Albatross class	1897-98	1899-00
17TH CLASS CRUISER	Albatross class	1897-98	1899-00
18TH CLASS CRUISER	Albatross class	1897-98	1899-00
19TH CLASS CRUISER	Albatross class	1897-98	1899-00
20TH CLASS CRUISER	Albatross class	1897-98	1899-00

In the privately printed volume of reminiscences, "Fifty Years of Newspaper Life," by Mr. Alexander Sinclair, of the *Glasgow Herald*, there is a lack of good anecdotes of politicians' blunders. One of the best is the politician's mistake by which a political orator was made to say that the "three acres and a cow" measure would give every man a "steak" in the country.

By the arrival of Mr. Pore's yacht, says the *Japan Advertiser*, the Yokohama fleet receives a notable addition. This fine craft was built at Shanghai some eight or nine years ago, of the very best materials obtainable, and was sailed over to Kobe by her owner, Capt. Burdick, whose participation in local yacht races with a former *River* will be remembered. After his death the boat passed into the hands of Mr. Pore. That gentleman being transferred to Yokohama, decided to have the yacht brought thither, and accordingly she was manned with a crew of five and sailed up in 21 days, arriving in port on Thursday evening last. It was a very creditable performance, especially in view of the heavy weather that was encountered.

THE will, dated January 14th, 1896, of Jean Francois Gravelle, better known as Blondin, of Niagara House, Little Kelling, artist, acrobat, has, says the *Daily Telegraph*, been proved by his widow, Mrs. Katherine Gravelle, Mr. Henry Coleman Gravelle, of 46, Boston Park-road, Bradford, and Mr. Henry Levy, of 3, Arundel-street, solicitor. The testator bequeathed to the said Henry Coleman Gravelle, son of Charlotte Sophia Lawrence Gravelle, his medals, decorations, diplomas, and presentation gifts, and £100 in trust to keep in order his grave and monument at Kensal-green; £200 to his daughter, at Buenos Ayres, daughter of the said Charlotte Sophia Gravelle; £400 in repayment of a loan to Ardele Pauline Frances Foster, to his wife, £100, certain jewellery, and the portraits of himself and his first wife; and the residue of his property in trust as to one-third for his wife, as to one-third for Henry Coleman Gravelle, and as to one-third to pay £2 a week to the said Ardele Pauline Frances Foster. The testator's personal estate has been valued at £1,445.

THE MASTODON MINSTRELS.

The Theatre Royal was well filled with naval and military officers and men last evening when the Mastodon Minstrels of Her Majesty's ship *Katabow* gave an entertainment. Comparatively few civilians were present. The stage setting in the first part was novel and pretty, the 40 vocalists and instrumentalists sitting in rows raised above each other, and their neat black and white costumes and the blue and yellow drapery made a capital effect. Lieut. Ryder acted as interlocutor and there were four "end men." The opening chorus was well rendered, the orchestration being ably carried out. A number of comic and sentimental songs were given and met with more or less approbation. Henry Cardew's "Virginia Rosebud" was one of the best and George Taylor gave a pleasing rendition of "Leaf by Leaf the Roses Fall." The most notable of the comic items was A. Pritchard's "Lecture," with a fine chorus. Several of the other numbers were not heard to so great advantage as was expected.

In the second part, a prominent feature was a boxing contest in which a young Japanese bear took part. A clever musical selection was played on a coffee pot, and there were some amusing displays of burlesque skirt dancing. The dog dancing with table skulder coloured lights was heartily applauded and the humorous sketches by several performers appeared to give the audience full satisfaction.

The entertainment closed with a musical march, in which evidence of careful training was given. Dr. Melke, as general manager, and Mr. George Emance, as musical director, discharged their duties very efficiently throughout. The performance is to be repeated on Saturday and should draw a good house.

THE JERVOIS STREET FIRE ENQUIRY.

The above enquiry was resumed at the Magistracy this morning, Mr. H. L. Denays (Crown Solicitor) watched the case for the Crown, Mr. Gedge appeared for the Insurance Companies and Mr. V. H. Deacon for the men now under arrest.

Wong Lin Koo, one of the men in custody, said he was accountant of the Fung Ying shop, No. 99, Jervois Street. He was present at the shop on the night of the fire, and went to bed between 8 and 9 p.m., falling asleep about 2 a.m. He was awakened between 5 and 6 a.m. by the fire. The ceiling in the ground floor and some boxes and shelves were in flames and witnesses ran away immediately, as the smoke was choking him. When he went to bed he was smoking opium with U King, the tailor. Could not say what time U King fell asleep, but he was still smoking when witnesses fell asleep he was still smoking. The master of the shop, U Yim Ho, went to Shanghai a few months ago, and during his absence Wong Chin Sang was in charge, but he went to Canton on the 16th inst. and left witness in charge of the shop. The shop was closed at 6 p.m. on the 16th inst., when there were six men sleeping on the ground floor. The shop dealt in birds' nests, bought from the Nam Pak Hong. Witness kept the various books in the shop which consisted of a cash book, a goods purchased book, an accounts owing book, cash sales book, day book, bill book, and stock book. He could not say at what date the last items in each book were entered. The shop did not purchase any goods between 10 and 30 days before the fire. The stock in the shop at the time of the fire he estimated at between £1,000 and £2,000. There was only one case of kerosene, one of the tin being in use, in his room. There was no kerosene on the shelves and he could not say how it could have been found there. The only lights in the shop after he had slept was an opium lamp and a kerosene lamp, which was in the front part of the shop. He was sure that U King was smoking when he (witness) fell asleep at 2 a.m. He could not say how the other tins of kerosene, which were found in his room, came there, nor the galleys, matchboxes, matches of burnt kerosene, burnt paper, &c., which were connected with the fire. There was about \$10 or \$20 cash in the shop that night, the majority of it being in small change. The master U Yim Ho had a partner in business named Ng Fung-mai, in California. The enquiry closed at about 11 o'clock on Friday.

OLIVERS FREEHOLD MINES, LIMITED.

The first ordinary general meeting of shareholders in the above company was held at the offices of the General Managers (Messrs John D. Humphreys and Son), 38 and 40, Queen's Road Central, at noon to-day. Mr. Hart Buck presided and there were also present Messrs H. E. Pollock, P. Jordan, G. H. Pollock, S. S. Benjamin, A. H. Mancel, Lau Cho Pak, J. R. Dunn, H. E. Allen, C. E. Ewins, G. R. Stevens, H. Humphreys, C. George, A. P. Nobbs, J. S. Hagen, Sin Tak Fung, Fung Wa Chuan, and J. M. Machado.

The Chairman said—Gentlemen, with your permission, I will adopt the usual course and take as read the Report and Statement of Accounts. You will see in the working account a sum of \$504.96 charged to Olivers wages; this I may explain to you was the amount paid for prospecting on the Olivers Freehold. This work was discontinued as we deemed it advisable to make a success of the Eureka Mine before doing very much on the Freehold. The cost of sinking the new shafts in driving to intercept the reef of the Eureka Mine has been charged to the Olivers as an asset and not to the debit of Working Account. From the time we commenced taking out stone from the reef, wages will of course be charged to working account. You will notice under the heading of "assets an item of \$11,641.54; this is an amount which was due from the New Balmoral Gold Mining Company at the end of the year and has since been received. Accounts payable, \$783.61, represents the amount due to the General Managers at the end of the year. I may add that the General Managers are entitled to charge the Company with office rent and clerks' salaries in Hongkong, but have made no charge for the year under review. I think, gentlemen, I have said enough respecting the accounts and should like to say a few words about our property. With regard to the Freehold itself, as I have already told you, nothing has been done so far as mining is concerned with the exception of a little prospecting. Our idea is first to thoroughly develop the Eureka Mine and then commence on Olivers Freehold. The Eureka Mine was carefully examined in March, 1896, by the late Mr. Willmott, and it was ascertained that the existing shaft was unsafe and that it would be necessary to sink a new shaft 40 feet from the old one. This, as you are aware, has been successfully carried out and the shaft sunk to a depth of 200 feet and I am very pleased to be able to inform you that the results up to the present time have been most satisfactory. We have had two crushings amounting in all to 246 tons of stone which gave us 263 ounces of gold, an average of about 1 ounce 3 dwts per ton. This is a very good result and is an impression among some of our shareholders that these results had been obtained from picked stone, but I have it on the authority of Mr. J. D. Humphreys, who was at that time in Sydney, and in daily communication with the mines, that in the first crushing, which gave 1 ounce 3 dwts to the ton, there was not an ounce of picked stone, in fact they crushed all they had taken out from the mine. We also learn that the reef is wider at the 300 foot level than at the 150 foot level, and gives indications of getting still wider underneath. There is no doubt, gentlemen, that it is the genuine opinion of miners at Mount McDonald that we have made a success and I hear that some of the men consider that the Eureka Reef is likely to turn out one of the best in New South Wales. I do not like to be too sanguine, but I think from what we hear we are justified in saying that we consider the mine is a pronounced success. In speaking of our staff in Australia I regret to say we have to deplore the loss of Mr. Willmott, Senior, whose death occurred in January last. He was not only universally liked and respected by all who knew him, but he proved himself during his comparatively short business association with our Company to be a miner of exceptional ability and we can safely say that everything which he predicted on taking over the management of the mines has up to the present time been fulfilled. Unfortunately his sad death, when success had been all but attained, precluded his seeing the satisfaction of having the results of his predictions. In the late Mr. Willmott's son, Mr. C. J. Willmott, our financial agent at the mines, we feel confident we have a most capable business man and one on whom we can thoroughly rely. Mr. Ogilthorpe, our present mining manager, is a man of great experience and has shown by the manner in which he has carried out the work in the Eureka Mine that he is the right man in the right place and has confirmed the high opinion of the late Mr. Willmott always had of him. It may interest shareholders to hear that Mr. J. D. Humphreys, who has been in Australia since June, 1896, to the end of March last, spent the greater part of that time at the mines. He has now left for England, thoroughly satisfied that our interests will be carefully and efficiently looked after. As regards future work at the Eureka, it is now proposed to sink the shaft another 170 feet and thus largely extend our field of operations. You will see by the plan on the table what has been done and what we intend doing. One important object is that of tailings and the best method of utilizing them. We expect ours to be valuable and are giving this matter careful consideration. There are a few other various processes and we have written to the mines for all information on this point and have no doubt that Mr. Ogilthorpe will be able to give us the best advice as to which will be the most suitable treatment. I do not think, gentlemen, I have anything more to say, but one thing is certain, those on the spot who have been able to form a sound opinion are confident of our success. Before moving the adoption of the report and statement of accounts I shall be pleased to answer questions.

Mr. C. George asked, with regard to the working, would it not have been better to have shown on the balance sheet how much the property had cost up to date, and then the expenses and how incurred. The Eureka mine cost \$35,000 and he asked was the \$19,000 spent on the shaft?

The Chairman: Yes; on the working, mine manager's wages and so forth, and not on the actual sinking.

Mr. George: Would it not have been better to have shown that in the report as other companies do?

The Chairman: When we are taking out stone all these things will be charged to working expenses, but in developing the mine they must be charged as an asset.

Mr. George: Well, \$19,000 appears to be an enormous sum as an asset.

The Chairman: If you look at the working account you will see wages at the mine are not charged to the mine itself as an asset.

Mr. George: It would be equal to about 50 per cent for sinking the shaft, including all expenses.

The Chairman: There are certain wages that must be paid besides the sinking. The sinking would probably cost 50 per cent, without allowing for blacksmiths and other workmen.

Mr. George: I think it would have been better to have shown it.

The Chairman: It is entirely a matter of opinion.

Mr. George: I would like to ask another question. Has the whole capital since been called up?

The Chairman: Not yet; calls have not been made on a certain number of shares.

Mr. George: There are 453 shares partly paid up and they are not shown here, so that people do not know how capital is called up.

The Chairman: We are dealing with the last year and not the present. A certain amount of the capital has been called up.

Mr. George then seconded the motion for the adoption of the report, which was carried unanimously.

On the motion of Mr. Paul Jordan, seconded by Mr. H. E. Pollock, Mr. W. Hutton Potts was re-elected auditor and the proceedings terminated.

HONGKONG VOLUNTEER CORPS.

FIFTH ANNUAL CARBINE COMPETITION.

The fifth annual carbine competition of the Hongkong Volunteer Corps takes place at Kowloon to-morrow, and Saturday, 3rd May. Among the subscribers to the prize fund are His Excellency Sir W. Robinson and His Excellency Major-General Black. Much practice took place during the week at the various ranges. The Ladies' Force and Ladies' Nomination Match are both fixed for Saturday, the 1st prize and the principal features of to-morrow's programme are the Field Battery and M. G. C. Championships. The former lies between Sergt. Lowrie and Bombardier Stewart, whilst the latter should be a hard struggle between Corporals Smyth and Lammett. For this event Sergt. Lowrie is a hot favourite, but Corporal Smyth and Lammett and Bombardier Stewart will probably press the contest most closely. In the Officers' Corp, Capt. Chapman and Lieut. Wylie are by far the best marksmen. The Signallers' Cap (open to trumpeters also) appears to lie between Signaller Silas and Trumpeters Reed and Saunders.

THE CRISIS IN EUROPE.

THE BOMBARDMENT OF CANEA BY GREAT POWERS.

GRAPHIC ACCOUNT OF A ONE-SIDED STRUGGLE.

The American mail steamer *Coptic*, which arrived here to-day, brought files of Frisco exchanges which are full of interesting details of the recent fighting in and about Crete. The bombardment of Canea appears to have been a very one-sided affair, yet the Cretans fought bravely for hours although the contest was hopeless from the first, as will be seen from the following special despatches wired to the *Frisco Chronicle*—

CANEA, March 31st.

The insurgents, by a bold stroke, occupied the hill on the south side of Suda Bay last evening. They were promptly shelled by the British, Austrian and Russian warships. At daybreak to-day the fighting was resumed and the Cretans were driven from their positions. As soon as the firing ceased they made another attempt to recover the ground and the warships promptly resumed the firing, which was very heavy for several hours. During the cannonade three Turks were killed and five wounded.

The Russian Consul at Retimo reports that when he communicated to the Cretans the proclamation of the Admirals inviting them to lay down their arms, the Cretans replied that they only took the arms which would accept of the Powers was political union with Greece.

LONDON, March 31st.

The Canea correspondent of the *Standard* will say to-morrow in describing the bombardment by the foreign warships of the position taken up by the insurgents on the hill to the south of Suda Bay last evening—When the Cretans began the attack Colonel Hor proposed to the Admirals that they should land a mixed force of 500 men to dislodge the insurgents from the position that they occupied behind a strong wall along a ravine. The Austrian and French Admirals were opposed to taking the offensive and they decided to confine their action to bombardment.

By 8 o'clock in the morning the engagement was in full blast. The Turkish guns in Fort Izardin could take only a small part in the firing, as most of them were directed seaward, but a Turkish frigate shelled the insurgents freely, though with little effect.

acting in concert to compel Turkey to stop shedding Christian blood and misgoverning Christian people. The six Embassadors met daily at Constantinople to devise means of restraint and at one time were prepared to back up their collective nois with the power of modern naval armaments. Russia mobilized her Black Sea fleet and Great Britain sent forty warships to Salonica. After long negotiations, in which the Sultan made many promises of reform, the Embassadors let the matter drop, in the hope that they had already said and done had made the Sultan see the error of his ways. But the massacre and murder did not stop. In Crete, as an out-of-the-way corner, where they did not think Europe could see them, the Turks carried fire and sword wherever their will prompted. Then Greece, as the natural Christian protector of the Cretans, despairing of any practical interference by the Powers, undertook to redress their wrongs on her own account. It was a noble, a humane and distinctly chivalric effort to carry out a part of what England, Russia, Germany, France, Austria-Hungary and Italy had promised and threatened to do for many months and years. What the Great Powers did then is a most extraordinary chapter of contemporary political history. Instead of joining Greece, or giving her moral encouragement, they sent their fleets to assist the Turks in Crete and threatened to blockade the Ploest. Worse yet, they have on two or three occasions, from the decks of ships over which flew the ensigns of the cross—the actual crosses of St. George and St. Andrew—bombaraded the Christian Cretans in behalf of the blood-thirsty, depraved and pagan Moslems. They are now ranged solidly on the side of the butchers of Armenia, leaving little Greece and Crete to make the fight for Christian liberty alone!

It is a degrading, revolting, melancholy and depressing spectacle throughout, the only redeeming feature of which is that the public opinion of Europe sides with the Greeks and has thus far prevented the Governments of the Great Powers from going to the aid of the cruel lengths which they are prepared to reach in their attempts to thrust Greece out of Turkey's way, to make Christians the slaves of barbarous hordes who not only very long ago set themselves the task of subverting the authority of the Christian faith, but of exterminating Christian races, of carrying fire and sword throughout the length and breadth of Christendom! The Powers, in aiding the unspeakable Turk are playing with fire, and the usual consequence of such folly will with much difficulty be avoided—if at all.

THE "COSTA RICA PACKET" CASE.

The settlement of the claim made by the owners of the *Costa Rica Packet* against the Netherlands Government, which officials seized the ship in the neighbourhood of Dutch North Borneo, and imprisoned the captain and crew and forced them to undergo other indignities, presents some remarkable phases worth noting. Without any real reason beyond a trumped-up charge of selling a derelict prow from which was taken some bark found on board, the crew afterwards broke again and the vessel was seized and the captain imprisoned. When in the course of time the Dutch Government submitted to arbitration in which the Tar of Russia and other dignified persons have had a share. The result of the arbitrator's consideration of the matter is that the Dutch Government was to pay to the British authorities, in accordance with his award, for the satisfaction of the owners, captain and crew. The *Costa Rica Packet* was sold by the owners, but the seizure of the ship led to them the result of the season's work of whaling. The captain, Carpenter, was broken down in health after his imprisonment, and the crew of the ship were forced to leave the coast alone. This is perhaps the worst case on record besides this of a Colonial Government taking steps to assert its rights against established European Power—and it is some satisfaction to know that notwithstanding bluster and attempts to display a superabundant amount of dignity on the part of the Dutch authorities, the settlement of the question has been brought about favourably to those who had been unjustly treated by them.

On being asked by the *Evening News* representative in Sydney recently, Captain Carpenter, of the *Costa Rica Packet*, expressed himself as satisfied with the result of the arbitration "under the circumstances," though, as compared with the trouble and worry undergone by him, without taking into consideration the loss of time extending over five years, the remuneration was not sufficient. It was satisfactory, however, for two reasons. First, because it reversed the decision of the British Crown law officers that the owners of the crew were not entitled to compensation, and secondly, because, by making the Dutch Government pay for its escapade, it safeguarded the interests of British traders in those waters for the future. The Dutch were jealous of the encroachments made by British traders in their territory and had thought, by arresting him, to frighten the rest away. However, they had seized the wrong man, and for five years he had fought his case in the courts and had been refused in general. In this he had been ably assisted by the Press, to whom he was most grateful. He was also indebted to Lord Jersey for his efforts in England to bring the case to a satisfactory termination. The decision of Lord Rosebery on the advice of the British Crown law officers was that the Dutch Government should be required to pay him £4,500, but as he considered the owners and crew just as much aggrieved as himself, he refused the money. Owing to the representations of the New South Wales Government the case was reopened, and an arbitrator appointed by the Tar of Russia, who had now awarded compensation all round. It was a victory over the Dutchmen, whereas had they gained the day there would have been "no living near them," especially for a man so well known amongst them as he was.

It will be recalled that the *Costa Rica Packet* while whaling in the Malay Archipelago picked up a Malay canoe. Two Malays, a warder, an arriving at Ternate, Captain Carpenter was arrested on a charge of piracy in connection with the canoe. The captain stated that the canoe was sixteen miles out at sea, and beyond the jurisdiction of the Dutch authorities, but he was arrested and detained at Macassar for trial. After a time, however, Captain Carpenter was liberated, and told to leave the locality. During the imprisonment, the captain of the *Costa Rica Packet* had determined, and the whaling season having terminated, the vessel was taken to Singapore and sold. Compensation was then sought from the Dutch Government for the injury to the vessel, and for the loss sustained by the owners, officers, and crew through loss of the whaling season.

TRANS-PACIFIC TRADE.

San Francisco, April 30th.

The entrance of the Japanese into the trans-Pacific trade promises to revolutionize the passenger and freight service between San Francisco and Asiatic terminals. For years the conditions were such as to make no special effort necessary to improve the existing fleet, and shippers and travellers were obliged to content themselves with the use of steamers which had long before gone out of date on the Atlantic. At the same time they were compelled and are still forced to pay rates much in excess, proportionately, of those which obtain on the routes between Liverpool and New York. In a word, the public had to deal with a monopoly.

When Japan began to organize trans-Pacific lines, the Pacific Mail was prompt to act. It at once laid the keel of a 17-knot steamer of 10,000 tons, a vessel which will resemble the *Tauro* in every respect except its interior display and the cost of steaming. This ship, with the swift *China* and the *City of Peking*, will be the Pacific Mail's contribution to a fleet of nine vessels, inclusive of the three fast liners which the Tokyo Kisen Kaisha is building in England. An average service of seventeen knots will probably be given, and it will materially cut down the present time of passage. Thus the future traveller will find better accommodation and more rapid transit.

This is the most we anticipate from the appearance in the maritime field of the Tokyo Kisen Kaisha. Their line, having pooled with the Pacific Mail and the Occidental and Oriental, may be expected to keep up prices, but it must not be forgotten that the new combine will have to meet a powerful rival in the Nippon Yusen Kaisha, now temporarily engaged with some of its smaller war-time transports upon the Tacoma route. Of all maritime corporations in Japan the Nippon Yusen Kaisha is the most formidable. The end of the Chinese war left it with about seventy steamers in hand and an enormous reserve fund created by means of Government contracts. A glance in the quest for American trade, it made the business mistake of trying to find it in a Puget Sound port. This error, as we have every reason to believe, will be rectified when or before the company's new 10,000-ton vessels are ready to take their places upon the sea. The terminal will finally be San Francisco.

What then? We do not conceive that more "pooling" is possible. Controlling, as it does, the great Japanese coasting lines, and having Korean and Chinese feeders, the Nippon Yusen Kaisha can command so much east-bound business that it will have every reason to be content with an independent status. A partnership in the combine would simply mean giving more trade to others than it could get in return. Competition, therefore, is sure to come and when that is had, speed of service will be supplemented with reasonable rates for carrying both passengers and freight.

The question of whether there is or will be enough business to warrant such an expensive struggle for it seems to have been answered in the affirmative by the parties most concerned. Japan is taking a great deal of American cotton and is anxious, as far as she can, to get the United States preferentially. We are her best customers. China is gradually waking up, and the powers that be are also pro-American. They will buy much in this market and sell more than they now do. Then when the trans-Siberian railway is finished an entirely new traffic will be created. There is certainly business enough in all this to be fought for, and happily San Francisco is to be the market which will reap whatever benefits may accrue at this end.—*Chronicle*.

THE CURRENCY QUESTION.

[Scotland, March 29th.]

Yesterday afternoon a discussion on bimetallic currency was commenced in the hall of the Highland and Agricultural Society, George IV. Bridge, Edinburgh, under the auspices of the East of Scotland Monetary Reform Association. There was an attendance of about two hundred. Bailie Dick, Glasgow, was elected chairman, and called upon the Secretary, Mr. Alexander T. Hunter, who explained that the meeting was the outcome of a correspondence which took place in the *Evening Dispatch* last autumn. The Hon. Mr. Peel, Secretary of the Gold Standard Defence Association, was the first to speak, and he applied if a sufficient number of gentlemen would come forward on behalf of bimetallicism. Mr. John W. Miller, Brighouse, Yorkshire, submitted a series of propositions, comprising the statements made in the correspondence, and desired that Mr. Peel should answer the questions attached to these propositions. Mr. Peel said, in reply, that he endorsed Mr. Gladstone's view when he said that any wisely governed State should have for its standard of value the commodity which was least subject to fluctuation. That commodity, he said, was gold, and not bimetallicism. Mr. Miller had asked him as to the fall of prices which had occurred since 1873, and whether he was of opinion that it was beneficial to the producing classes. He replied most certainly, and that for two reasons. In the first place, working men who in 1873 got 20s. a week now got 24s. Not only so, but the price of the necessities of life having fallen, the purchasing power of each of these 20s. had increased since 1873. Therefore, the producing classes were not higher paid, and these wages had a greater purchasing power. That was not an argument in favour of bimetallicism, but against it. In the third place, Mr. Miller said that the burden of debt and fixed expenses had been enormously increased. Whether that was so or not Mr. Peel was not prepared to argue, but he said that the fall of prices was not owing to the gold standard, and hence he was not prepared to increase the burden of debt. In the fourth place, Mr. Miller said that the argument for the over-production of commodities was untenable. With that statement Mr. Peel agreed, and added that he thought that the more commodities there were in the world the better. In the fifth place, he said that silver was still used by the Western nations. Mr. Miller asked him in the sixth question as to the gold standard in India. India was outside his province altogether, and he was only in favour of the continuation of the gold standard for ourselves. In the seventh place, he was asked to admit that bimetallicism was successfully carried out by France for seventy years, but he did to point out that France had abandoned bimetallicism for the reason that it saw that the great principles which had actuated the statesmen of Britain had been right principles.—Mr. Alexander T. Hunter followed with a paper in which he contended that the theory of the monetary standard into the belief that though all things might fluctuate, gold and silver alone remained immutable. Amongst the other speakers were Professor Wallace, Edinburgh, and Mr. P. L. Gray, who dealt with the question from the point of view of the agriculturist; Mr. Robert Livingstone, who spoke with reference to the Austro-Slavic situation; Mr. Charles J. Martin, who gave his experience of the effects of silver depreciation upon British trade in the Far East; and Mr. A. G. Graham, who referred to the effects of the double standard on the trade of India and Japan. Mr. Peel was then heard in reply to the various papers, and the proceedings, which lasted three hours and a half, were brought to a close by the usual vote of thanks.

NOT A N D A .

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1895.

TO-DAY.

TO-MORROW.

TO-MORROW.—1st May.

SHIPPING AND MAIL NEWS.

MAILED DUE:

THE P. & O. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., from San Francisco to Yokohama, and will leave for this port to-morrow May 1st, via Island Sea, Kobe, Nagasaki and Shanghai.

THE P. & O. S. Co.'s steamer *Doris*, with mails, etc., left Hongkong on April 1st for San Francisco, via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, arrived at her destination on the 28th inst.

THE P. & O. S. Co.'s steamer *Galle*, with mails, etc., left San Francisco for this port, via Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 21st inst.

THE P. & O. S. Co.'s steamer *Bombay* left Bombay for this port on the 29th inst.

THE Agents (Messrs Arnold, Karberg & Co.) inform us that the "Rickmers" Line steamer *Deutscher Kaiser*, from Antwerp and Hamburg, passed the Canal on the 27th inst. and may be considered due at Singapore on or about the 20th May.

SHIPPING RETURNS.

FROM 5 P.M. SATURDAY TO 5 P.M. TO-DAY.

ARRIVALS.

Auctions.

PUBLIC AUCTION.

DRAPERY FOR THE SEASON.

THE Undersigned has received instructions to sell by PUBLIC AUCTION TO-MORROW (SATURDAY), the 1st May, 1897, commencing at 2.10 P.M., at his SALES ROOMS, DUNDRELL STREET, A QUANTITY OF GENTLEMEN'S DRAPERY, comprising—

FRENCH WORSTED, FRENCH CHECK TWEEDS, FINE BLUE and BLACK WOOL MATERIALS, PLAIN and STRIPED FLANNEL, TENNIS SERGE, &c., all cut in SUIT LENGTHS, PYJAMA SUITS, SOCKS, STOCKINGS, COLLARS, TENNIS SHOES, &c., &c.

A Small PARCEL of FINE SCOTCH TWEEDS in SUIT LENGTHS AND A Quantity of LADIES' DRAPERY, comprising—

DELAINEES, CASHMERE, NUN'S VEILING, ZEPHYRS, PRINTS and other SPRING DRESS MATERIALS.

TERMS OF SALE—Cash on delivery. On View on FRIDAY, the 30th April, GEO. P. LAMBERT, Auctioneer.

Hongkong, 27th April, 1897. [69]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 3rd day of May, 1897, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office.

Hongkong, 27th April, 1897. [68]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 3rd day of May, 1897, at 3 P.M., by Order of His Excellency the Governor, of Twenty-seven Lots of CROWN LAND, together with Building Material stacked thereon, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOTS.

FOR THE BLOOD IS THE LIFE? CLARKE'S WORLD-FAMED BLOOD MIXTURE. THE GREAT BLOOD PURIFIER AND RESTORER. FOR cleansing and clearing the blood from all impurities it cannot be too highly recommended. For Scrofula, Scarcy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure. It cures Old Sores. Cures Sores on the Neck. Cures Sore Legs. Cures Blackheads, or Pimples on the Face. Cures Scurvy. Cures Ulcers. Cures Blood and Skin Diseases. Cures Glandular Swellings. Clears the Blood from all impure matter. From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value. THOUSANDS OF TESTIMONIALS. Clarke's Blood Mixture is sold in Bottles 2s. 6d. each, and in cases, containing six times the quantity. It is sufficient to effect a permanent cure in the great majority of long-standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture." CLARKE'S BLOOD MIXTURE. CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midlands Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-Famed Blood Mixture" is blown in the glass, without which could not be genuine.

Amusement.

THEATRE ROYAL
CITY HALL
TO-MORROW
(SATURDAY), the 1st May, 1897.
H.M.S. "RAINBOWS"
MASTODON MINSTRELS.
Numbering
FORTY PERFORMERS.
Powerful Chorus and Capable Orchestra.
New and Suitable Scenery.
Handsome and Appropriate Costumes.
Novel and Unique First Part.
All Accompaniments Attractively Orchestrated.
Every Chorus Carefully Harmonized.
An Olio of Novelties in Second Part.
Divergingly Droll Dancings.
Effective Spectacular Marches.
The Curtain will rise punctually at 8 P.M.
PLAN and TICKETS at Messrs. ROBINSON
& Co's.
Prices:—\$3 and \$1.
SOLDIERS, SAILORS and POLICE in Uniform
Half-price.
Late Trams 15 minutes after each performance.
Hongkong, 29th April, 1897. [712]

THEATRE ROYAL
FOLLARD'S
LILLIPUTIAN OPERA COMPANY
Under the distinguished Patronage of
H.E. Sir WILLIAM ROBINSON, K.C.M.G.,
and
H.E. Major-General WILSON, K.C.B.,
WILL OPEN IN
THE CITY HALL,
In Cellier's Celebrated Opera
"DOROTHY."
ON
MONDAY, the 1st May, 1897.
Prices of Admission:—\$3, \$2 and \$1.
SOLDIERS and SAILORS in Uniform Half-price.
Plan at W. ROBINSON & Co's Piano and
Music Rooms, opening on MONDAY, April 26th.
Late Trams 15 minutes after each performance.
A. H. POLLARD,
Advance Representative,
Hongkong, 29th April, 1897. [712]

GRAND CONCERT
Under the Patronage and Presence of
H.E. Sir WILLIAM ROBINSON, K.C.M.G.,
H.E. Major-General WILSON, K.C.B.,
and
Commodore HOLLAND, A.D.C.
Given by
Signor A. CATTANEO and PUPILS
ON
MONDAY, the 3rd May, 1897,
at the
LUSITANO CLUB,
IN AID OF
ST. JOSEPH'S CHURCH ORGAN FUND.
Orchestra of Mandolines, Mandolas, Guitars and
Banjo.
Seventeen Lady and Gentlemen Amateurs.
Chorus of over Forty Lady and Gentlemen
Amateurs.
PROGRAMME.
PART I.
1. A. Opening Chorus.
2. It was a Knight—Sopr. and Chorus.
3. The Harp in the Air—Mz. Sopr. and
Chorus.
4. Angelus—Coro Religioso, from "Mar-
tina"—by Wallace.
Sopr. Mrs. STRINGER.
Mz. Sopr. Mrs. MACGILL.
Chorus, Lady and Gentlemen Amateurs.
2. Barcarolle—"Toujours dans ma gondole."
C. Acton.
Orchestra of Mandolines, Mandolas, Guitars and
Banjo—Lady and Gentlemen Amateurs.
3. Tenor Solo—"Yes! let me like a Soldier
fall"—from "Marta"—Wallace.
A. C. VAN NIEROP, Esq.
4. Mandoline Solo—"Notturmo"—Bella Ross.
Miss ALVES.
5. Soprano Solo—"Palladia"—from Opera
"Gustav"—Ch. Gomez.
Miss E. CARVALHO.
6. Serenade—"Ombre Notturne"—Mastrol.
Orchestra of Mandolines, Mandolas, Guitars and
Banjo—Lady and Gentlemen Amateurs.
FIVE MINUTES INTERVAL.
PART II.
1. Ave Maria for Bass and Chorus.....
Sig. Cattaneo.
J. KRALL Esq., and Chorus of Lady and
Gentlemen Amateurs.
2. Trio—Spanish Serenade—Ch. Acton.
1st Mandoline, Miss LYSAGHT,
and Mandoline, Miss ALVES.
Guitar, Miss L. LYSAGHT.
3. Contralto Solo—"Life's Lullaby"—.....
Gerald Lane.
Mrs. F. DODWELL.
4. Mandola Solo—Fantasie Transcription from
Wagner's "Lohengrin"—Petrarica.
Sig. G. BADOLO.
5. Duet for Tenor and Baritone—"Excelsior"—
Bello.
A. C. VAN NIEROP, Esq., and CHAS.
GRACE, Esq.
6. Barcarolle—"Bella Napoli"—Boccolini.
Orchestra of Mandolines, Mandolas, Guitars and
Banjo—Lady and Gentlemen Amateurs.
Accompanists—
J. Danenberg, Esq., and Signor A. Cattaneo.
Price of Admission—\$2.
Tickets may be had at Messrs. W. ROBINSON
& Co. and the LUSITANO CLUB on and after
FRIDAY, the 30th April.
Concert commences at 9.15 P.M.
A Train to the Peak will run 15 minutes after
the Performance.
Hongkong, 29th April, 1897. [661]

TO LET.
THE BUILDING known as "THE
HONGKONG CLUB," HONGKONG.
From the 1st AUGUST, 1897.
Apply to
MATHEW J. D. STEPHENS,
Solicitor for Owner.
Hongkong, 5th April, 1897. [167]

TO LET.
DWELLING HOUSES
"HARFORD," at MAGAZINE GAP.
"THE KENNELS," at MAGAZINE GAP.
"MYRTLE BANK," THE PEAK.
No. 1, UPPER ALBANY—Furnished,
from 1st May.
GODDOWNS in BLAIR BUILDING.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.
Hongkong, 28th April, 1897.

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THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.
Hongkong, 28th April, 1897.

Intimations.

"ESSETS"
DISINFECTING FLUID.
"ESSETS"
DISINFECTING POWDER.
"ESSETS"
DISINFECTING SOAP AND TOILET PREPARATIONS.
One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.
Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—
WATKINS & CO.,
SOLE AGENTS,
66, QUEEN'S ROAD CENTRAL, HONGKONG.

THE CLUB HOTEL
5, BUND, YOKOHAMA.
HOTEL METROPOLE,
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

SOCIÉTÉ ANONYME DE TRAVAUX
DYLE ET BACALAN
Capital: £ 300,000
Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE:
M. Boux (BACALAN), France
at Lorient (DYLE), Belgium

Railways and Tramways, Plan, and Rolling Stock, Carriages and Waggon, Wheels, Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS
Constructing and working
Railways and Tramways

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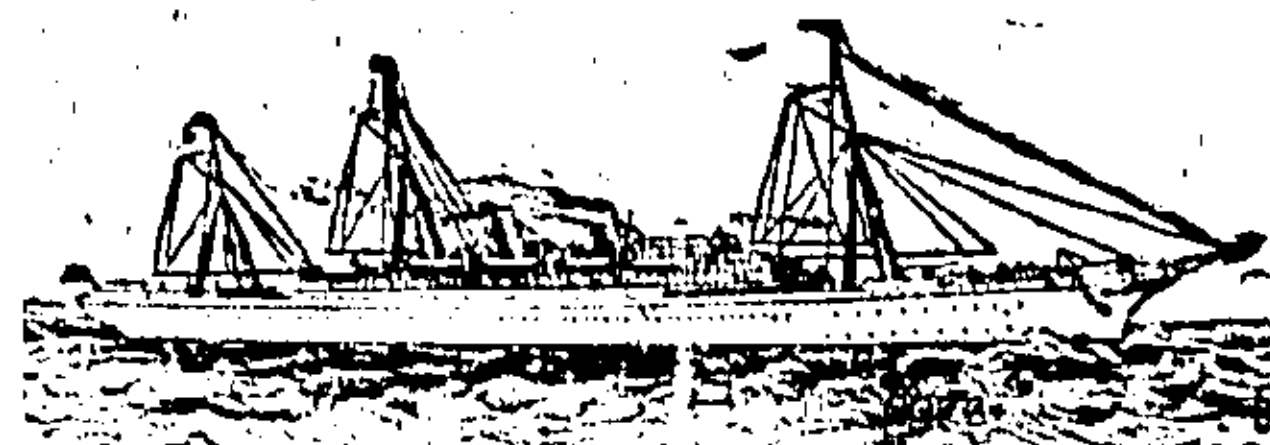
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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 9th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddis Street.

Hongkong, 28th April, 1897.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 11th May, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 29th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 17th June, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan; and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 23rd April, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMAN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.

Hongkong, 14th May, 1897.

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Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship

"MIRZAPUR."
Captain J. F. Johnson, carrying Her Majesty's
Mails, will be despatched from this for BOMBAY,
&c., on THURSDAY, the 6th May, at Noon,
taking Passengers and Cargo for the above Ports.
Suez and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 22nd April, 1897.

**NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES:**

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR,
and EASTERN CITIES of the UNITED STATES
and CANADA and to EUROPE.

HONGKONG TO LONDON \$100.
Excellent accommodation. First-class Table.
DOCTOR and STewardess carried.

HONGKONG TO NEW YORK \$50.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$25.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Pathan..... 2,700 Tuesday... 1st May 4.

Tacoma..... 2,540 Tuesday... May 25.

Victoria..... 3,167 Tuesday... June 1.

Olympia..... 2,608 Tuesday... July 6.

Pathan..... 2,700 Tuesday... July 27.

Tacoma..... 2,540 Tuesday... Aug. 27.

THE Steamship

"PATHAN,"
Captain J. S. Day, sailing at Noon, on TUES-
DAY, the 1st May, will proceed to VICTORIA
(B.C.) and TACOMA (Wash.), via KOBE and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Points, and to Canadian and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 30th April, 1897.

NORDDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prins Heinrich... Tuesday... 25th May.

Frederik... Tuesday... 22nd June.

Sachsen... Tuesday... 20th July.

Bayern... Tuesday... 17th Aug.

Prins Heinrich... Tuesday... 14th Sept.

Frederik... Tuesday... 12th Oct.

Sachsen... Tuesday... 9th Nov.

Bayern... Tuesday... 17th Dec.

Prins Heinrich... Tuesday... 4th Jan.

ON TUESDAY, the 25th day of May,
1897, also on the 1st day of June, the
"PRINZ HEINRICH," Captain G. Cooper,
with MAILED, PASSENGERS, SPECIE,
and CARGO, will leave this Port as above, calling
at NAPLES and GENOA.

Shipping Orders will be granted till Noon on
SATURDAY, the 22nd May. Cargo and Specie
will be received on board until 5 P.M. on Monday
the 24th May; and Parcels will be received at
the Agency's Office until Noon on Monday, the
24th May. Contents of Packages are required.
No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.